



Aalborg Universitet

AALBORG UNIVERSITY
DENMARK

Detection of Fatigue Damage in a Steel Member

Rytter, A.; Brincker, Rune; Hansen, Lars Pilegaard

Publication date:
1991

Document Version
Publisher's PDF, also known as Version of record

[Link to publication from Aalborg University](#)

Citation for published version (APA):
Rytter, A., Brincker, R., & Hansen, L. P. (1991). *Detection of Fatigue Damage in a Steel Member*. Dept. of Building Technology and Structural Engineering, Aalborg University. Fracture and Dynamics Vol. R9138 No. 33

General rights

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal -

Take down policy

If you believe that this document breaches copyright please contact us at vbn@aub.aau.dk providing details, and we will remove access to the work immediately and investigate your claim.

27224
244

INSTITUTTET FOR BYGNINGSTEKNIK

DEPT. OF BUILDING TECHNOLOGY AND STRUCTURAL ENGINEERING
AALBORG UNIVERSITETSCENTER • AUC • AALBORG • DANMARK

FRACTURE & DYNAMICS PAPER NO. 33

Proceedings of the Florence Modal Analysis Conference, September 10-12,
1991, Florence, Italy, pp. 373-379

A. RYTTER, R. BRINCKER & L. PILEGAARD HANSEN
DETECTION OF FATIGUE DAMAGE IN A STEEL MEMBER
OCTOBER 1991

ISSN 0902-7513 R9138

The FRACTURE AND DYNAMICS papers are issued for early dissemination of research results from the Structural Fracture and Dynamics Group at the Department of Building Technology and Structural Engineering, University of Aalborg. These papers are generally submitted to scientific meetings, conferences or journals and should therefore not be widely distributed. Whenever possible reference should be given to the final publications (proceedings, journals, etc.) and not to the Fracture and Dynamics papers.

INSTITUTTET FOR BYGNINGSTEKNIK
DEPT. OF BUILDING TECHNOLOGY AND STRUCTURAL ENGINEERING
AALBORG UNIVERSITETSCENTER • AUC • AALBORG • DANMARK

FRACTURE & DYNAMICS
PAPER NO. 33

Aalborg Universitetsbibliotek

530003431710



Proceedings of the Florence Modal Analysis Conference, September 10-12,
1991, Florence, Italy, pp. 373-379

A. RYTTER, R. BRINCKER & L. PILEGAARD HANSEN
DETECTION OF FATIGUE DAMAGE IN A STEEL MEMBER
OCTOBER 1991

ISSN 0902-7513 R9138

Detection of Fatigue Damage in a Steel Member

Anders Rytter

Rambøll & Hannemann A/S
Kjærulfsvej 2, DK-9400 Nørresundby

Rune Brincker & Lars Pilegaard Hansen
Institute of Building Technology and Structural Engineering
University of Aalborg
Sohngaardsholmsvej 57, DK-9000 Aalborg

ABSTRACT

In this paper the possibilities of detection of crack extension in a steel beam by observation of changes in the dynamical response are investigated. System changes are observed by frequency domain and time domain techniques. The position and the size of the crack by finite element calculations. The estimated values are compared to the real values observed in the experiment.

1 INTRODUCTION

The introduction of a crack in a structure will cause a local reduction in stiffness and an increase in the damping capacity.

The local reduction in stiffness will cause a decrease in the eigenfrequencies and a discontinuity in the mode shapes at the crack position (see figure 1).

The crack will in many cases by turn be open and closed, which implies that the stiffness of the structure becomes nonlinear. This nonlinearity can for instance be revealed by means of the response spectra of the structure, where the nonlinearity will cause subharmonics and superharmonic peaks (see e.g. Tsyfanskii et al [3]).

The increase in damping is due to the fact that the beam will have a yielding zone at the crack tip. This means that energy will be dissipated in this zone during a load cycle, which implies an increase in the damping capacity of the structure.

The above-mentioned effects of a crack means that the measurement of eigenfrequencies, mode shapes and damping ratios during the lifetime of a structure can be used for detection of cracks in structures.

The aim of this paper is to present and evaluate a method, where changes in eigenfrequencies and mode shapes are used for the detection of cracks in a civil engineering structure.

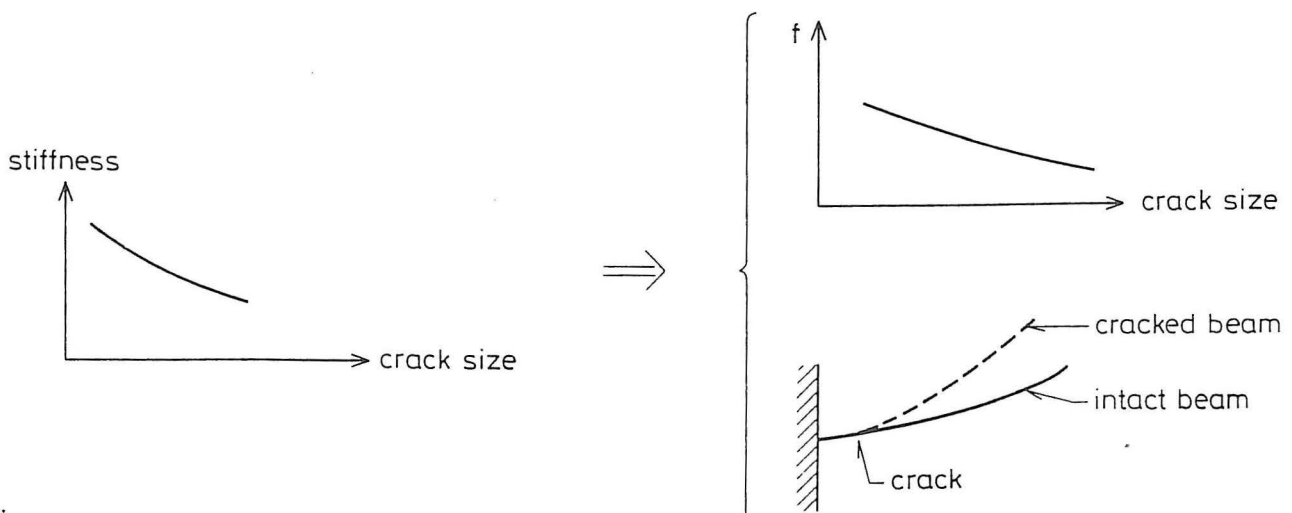


Figure 1.

Section 2 contains a presentation of the different system identification methods used during the experimental tests.

The above-mentioned decrease in stiffness is included by means of a model developed from fracture mechanics, as described in section 3. The model is included in the stiffness matrix for a finite beam element, which is used during the damage detection, as shown in section 5.

However, the use of changes in eigenfrequencies and mode shapes will be hopeless if the finite element model is not calibrated immediately after the ending of the construction work. A method based on non-linear optimization for the performance of this calibration is given in section 4.

The evaluation of the methods given in section 6 is based on results from experimental measurements on a 2 meter long hollow section cantilever, which contains a fatigue crack.

2 SYSTEM IDENTIFICATION TECHNIQUES

A large number of system identification methods is available (see e.g. Jensen [1]) and it is out of the scope of this paper to give a presentation of them.

The system identification methods work either in the time or in the frequency domain. The choice of domain/method is highly depending on the nature of the problem and especially on the dynamic characteristics, which have to be identified. The identification of eigenfrequencies can for instance be done with required accuracy in both domain. However, the identification of damping ratios of lightly damped structures gives much more reliable estimates, when the identification is performed in the time domain than in the frequency domain. The latter is due to the fact that the information about the damping is spread over a long time interval in the time domain and concentrated in small area around the resonance peaks in the frequency domain (see figure 2).

The cantilever used in the experimental tests is quite lightly damped (damping ratio $\zeta < 0.001$), which means that time domain system identification methods are therefore used for the identification of the modal properties of the first mode. However the eigenfrequency of the second mode is determined through a FFT-analysis.

The experimental tests include only measurement of free decays.

The identification of the eigenfrequency f_o , the modal damping ratio ζ and the relative modal coordinate in the measurement point of the first mode from free decays is based on a minimization for each measurement point of the errorfunction $F(\bar{\theta})$ given in equation (1), which expressed the difference between the theoretical free decay curve and the measured.

$$F(\bar{\theta}) = \sum_{j=1}^N (x_j - X_i e^{-2\pi\zeta f_o(j-1)/f_s})^2 \cos(\sqrt{1 - \zeta^2} 2\pi f_o(j-1)/f_s + \phi))^2 \quad (1)$$

where x_j is the j 'th sampled value, X_i is the amplitude at measurement point i , f_s is the sampling frequency and ϕ is the phase.

The minimization of $F(\bar{\theta})$ is performed by mean of the M-file CONST in the MATLAB optimization toolbox [4].

The ratio between the modal coordinates of two measurement points is calculated as

$$\frac{\phi_2}{\phi_1} = \frac{X_2}{X_1} \quad (2)$$

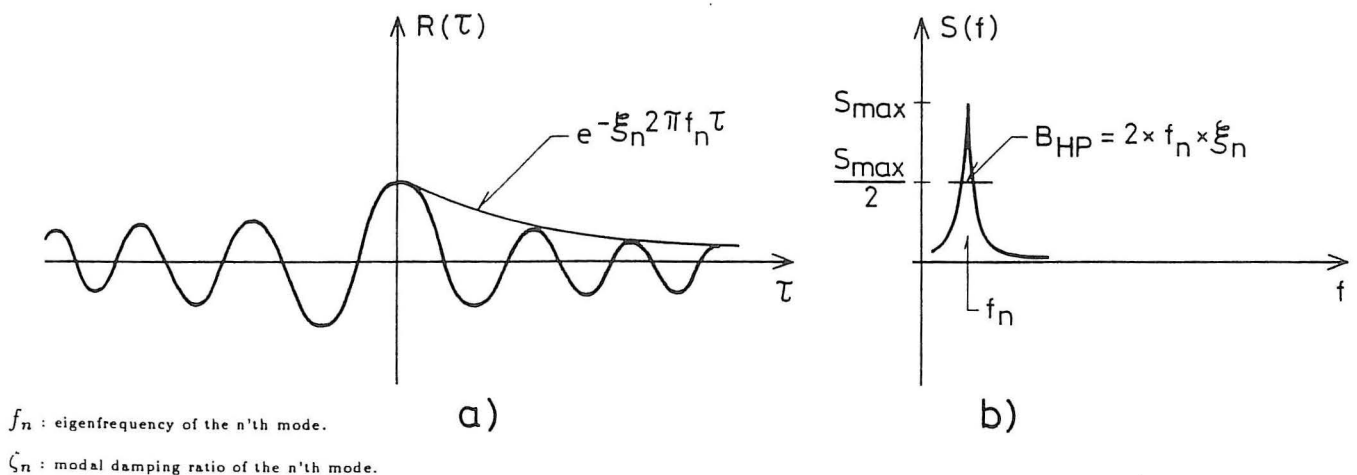


Figure 2. a) Time domain, Auto correlation function. b) Frequency domain, Autospectrum.

3 STIFFNESS MODEL FOR A CRACKED BEAM

This section contains a presentation of an advanced model for a cracked beam section. The model is developed from fracture mechanics. The cracked section in the beam in bending modes will be modelled as a spring (see figure 3).

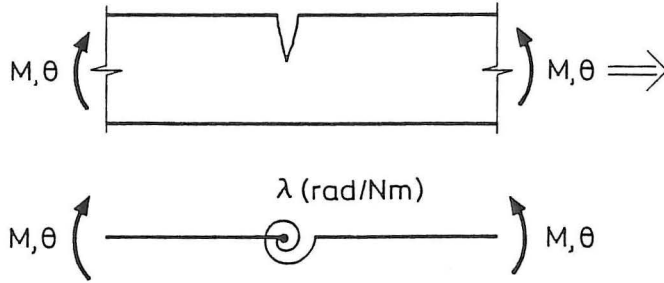


Figure 3.

The fundamental principle in the determination of the spring stiffness λ will be summarized in the following for hollow section beam in bending (see figure 4).

The fatigue cracks are initiated from the end of a 20 mm long laser-cutted slot. The fatigue cracks are supposed to grow by the same speed at each side of the slot.

The strain energy release rate \mathcal{G} is related to the stress intensity factor K_I (see e.g. Hellan [6], p. 58) and to the compliance λ of the cracked beam element (see e.g. Hellan [6], p. 55), as shown in equation (3).

$$\mathcal{G} = \frac{\beta}{E} K_I^2 = \frac{M^2}{2} \frac{d\lambda}{dA} \quad (3)$$

where E is Young's modulus, ν is the Poisson ratio, M is the bending moment and A is the crack surface. The factor β is given by

$$\beta = \begin{cases} 1, & \text{for plane stress;} \\ 1 - \nu^2, & \text{for plane strain.} \end{cases} \quad (4)$$

This means that the increase in compliance $\Delta\lambda$ caused by a crack can be calculated by

$$\Delta\lambda = \frac{2\beta t}{E} \int_0^{a_c} \left(\frac{K_I}{M} \right)^2 da \quad (4)$$

where a_c is half of the total crack length and t is the wall thickness of the member.

The stress intensity factor K_I as a function of the crack size and beam dimension is shown in equation (6) for the crack in the flange (see Tada et al [5], p. 2.2).

$$K_I = \frac{Mh}{2I} \sqrt{\pi a} \left(1 + 0.128 \left(\frac{a}{b+h} \right) - 0.288 \left(\frac{a}{b+h} \right)^2 + 1.525 \left(\frac{a}{b+h} \right)^3 + \left(\frac{a}{b+h} \right)^4 \right) \quad (6)$$

where I is the moment of inertia, b is the width of the profile, h is the height of the profile and a is half of the crack length.

Introducing the expression (6) into equation (5) and solving the integral gives.

$$\Delta\lambda = \frac{\pi\beta th^2}{EI^2} \left(0.5a_c^2 + 0.0853 \frac{a_c^3}{b+h} - 0.1399 \frac{a_c^4}{(b+h)^2} + 0.5953 \frac{a_c^5}{(b+h)^3} + 0.0789 \frac{a_c^6}{(b+h)^4} - 0.1255 \frac{a_c^7}{(b+h)^5} + 0.2907 \frac{a_c^8}{(b+h)^6} \right) \quad \text{for } 2a_c < b \quad (7)$$

The above-presented method has been used by several authors (see e.g. Okamura [7] and Ju [8]). The expression used for K_I varies from paper to paper, which results in small dif-

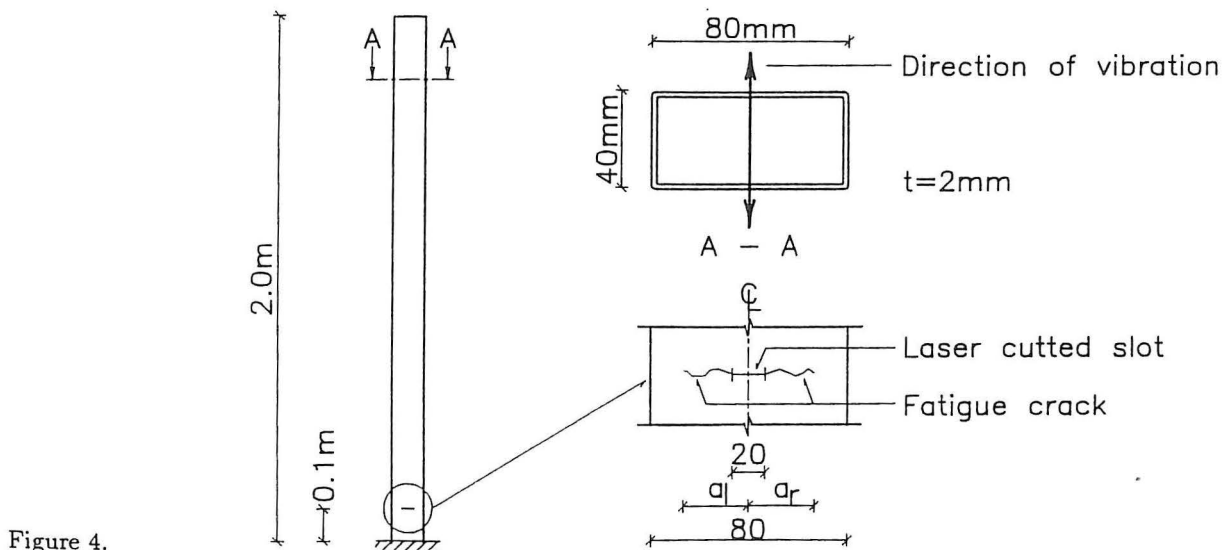


Figure 4.

ferences in the results. The latter clearly demonstrates that a calibration of the diagnosis function $\mathcal{F}(\bar{R})$ is preferable (see section 5). The calibration shall be based on measurements from beams with fatigue cracks instead of saw cuts (see e.g. Chondros & Dimarogonas [9] and Cawley & Ray [10]).

The stiffness matrix for a finite beam element containing a crack has been set up and used in the diagnosing session (see section 5).

4 CALIBRATION OF MODELS AT VIRGIN STATE

The virgin state values for the dynamic characteristics are used for calibration of the mathematical model (typical a finite element model) to secure that the model describes the real structure in the best possible way. The calibration may shortly be written as , where \mathcal{M} is an appropriate choiced functional.

$$Model = \mathcal{M}(measurement) \quad (8)$$

The calibration of finite element models is commonly performed by convergence analysis, where the number of elements is increased until convergence is obtained for the eigenfrequencies of relevance. However, an increase in the number of elements leads to more time-consuming and expensive computer runs. This is clearly undesirable, since the finite element model has to be used after each of the subsequent periodical measurements.

The calibration is in this paper performed by minimizing the function $F_V(\bar{X})$ given in equation (9) with respect to the model parameters in the vector \bar{X} . The vector \bar{X} can for instance consists of element length, weighth of accelerometers and density.

$$F_V(\bar{X}) = \sum \left(1 - \frac{\Theta_i^C(\bar{X})}{\Theta_i^M} \right)^2 W_i \quad (9)$$

where $\bar{\Theta}^M$ contains the measured dynamic characteristics, $\bar{\Theta}^C(\bar{X})$ contains the calculated dynamic characteristics, \bar{W} contains weighting parameters and \bar{X} contains the model parameters.

The elements in the vector $\bar{\Theta}^M$ and $\bar{\Theta}^C$ are eigenfrequencies and mode shapes. The weighting vector \bar{W} is introduced for two purposes. The first purpose is to favour the critical dynamic characteristics, which were found in the sensitivity analysis. The second purpose is to secure that the parameters in $\bar{\Theta}^M$ are weighed with respect to how well they have been identified. The elements in the weighting vector \bar{W} are in this paper taken as the reciproc value of the coefficient of variation of the single dynamic parameter.

The minimization of $F_V(\bar{X})$ is in this paper performed by means of the computer program NLPQL [2].

The number and length of elements cannot be changed later, because such changes may lead to changes in the dynamic

characteristics, which are comparable to the changes due to e.g. crack growth.

5 DIAGNOSIS TECHNIQUES

A diagnosis of the state of damage has to be given, if a periodical measurement reveals significant changes in the dynamic characteristics. This diagnosis problem can in general be written as

$$\bar{D} = \mathcal{F}(\bar{R}) \quad (10)$$

\bar{D} is a damage vector, which for instance contains information about the size and location of a crack. The vector \bar{R} contains information about the changes in the dynamic characteristics (e.g. eigenfrequencies) of the structure. Thus the main task in the development of a damage detection scheme based upon results from vibration measurements is to develop an expression for the function $\mathcal{F}(\bar{R})$, which gives an unambiguous \bar{D} for a given \bar{R} .

A crack in a structure is defined by its size and location, thus the vector \bar{D} contains two elements for each crack. It is therefore obvious that the vector \bar{R} has to contain at least two elements for each crack to be revealed. However, the required number of elements in \bar{R} will in many cases be increased due to symmetry reasons.

The size of the vector \bar{D} is of course unknown in a practical problem and can in principle be infinite, whereas the number of elements in the vector \bar{R} normally will be limited by the measurement system in use. Furthermore, the elements in \bar{R} will be defective due to different factors such as the signal to noise ratio and the length of the records.

The problem given in equation (10) has in this paper been solved in two steps. The loaction of the crack has been estimated first and the length of the crack afterwards.

It can be shown (see e.g. Cawley & Adams [11]) that the ratio between the changes in eigenfrequencies due to a local damage is only a function of x_c . Cawley and Adams defines the error in assuming the damage to be at position x^* , given frequency changes δf_i and δf_j in the modes i and j as

$$e_{x^*ij} = \frac{s_{x^*i}/s_{x^*j}}{\delta f_i/\delta f_j} - 1, \quad s_{x^*i}/s_{x^*j} \geq \delta f_i/\delta f_j \quad (11)$$

$$e_{x^*ij} = \frac{\delta f_i/\delta f_j}{s_{x^*i}/s_{x^*j}} - 1, \quad s_{x^*i}/s_{x^*j} < \delta f_i/\delta f_j$$

where s_{x^*i} is the sensitivity in mode i against failure at x^* . The total error in assuming failure at position x^* is

$$e_{x^*} = \sum_{all \ pairs \ i,j} e_{x^*ij} \quad (12)$$

e_{x^*} has been calculated for a crack positioned succesively for each 0,01 m. The crack position x_c is taken as that x^* , which gives the minimum value of e_{x^*} .

The crack length a has been estimated by minimizing the function $F_P(a)$ given in equation (13) with respect to a .

$$F_P(a) = \sum \left(\frac{\Theta_i^M - \Theta_i^C(a)}{\Theta_i^V} \right)^2 W_i \quad (13)$$

subjected to

$$0 \leq 2a \leq b$$

where $\bar{\Theta}^M$ contains the measured dynamic characteristics, $\bar{\Theta}^C(a)$ contains the calculated dynamic characteristics, $\bar{\Theta}^V$ contains the measured values of the dynamic characteristics at virgin state and \bar{W} contains the weighting parameters.

The minimization of $F_P(a)$ is in this paper performed by means of the computer program NLPQL [2].

The purposes of the vector \bar{W} are identically with those described in connection to equation (14).

6 EXPERIMENTAL RESULTS

The applicability of the methods described in the previous section is evaluated in this section through a detection of a fatigue crack in a cantilever (see figure 10).

The crack was initiated by a 20 mm long laser cutted slot in one of the flanges. Laser cutting was applied in order to get a cut width as small as possible and thereby minimize the errors by using a slot instead of a fatigue crack (see e.g. Cawley & Ray [14]). Crack growth was obtained by mean of a B & K vibration exciter giving a sinus-loading with a frequency nearby the first eigenfrequency of the cantilever (see figure 5).

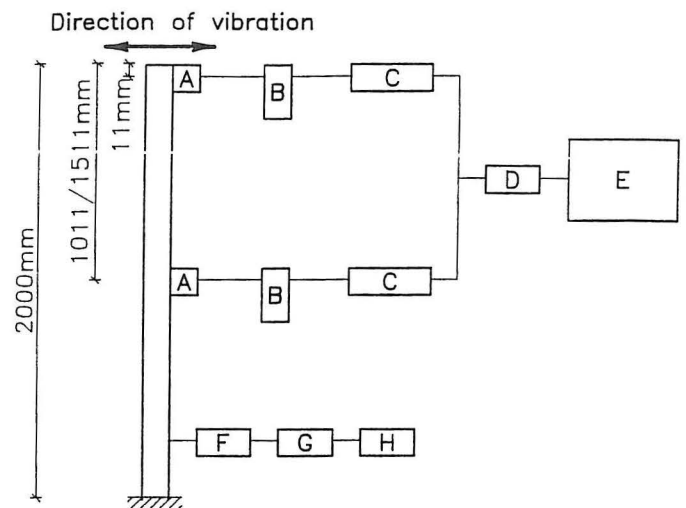
The analysis in this section are based upon measurement of the three lower eigenfrequencies and the ratio between the modal coordinate for first mode shape of the two measurement points at virgin state ($a = 0$) and for a situation with $2a \approx 60\text{mm}$ ($\approx 3/4$ of the flange).

The results from the virgin state measurements are shown in table 1.

	Measured value	Coef. of variation
f_1 , Hz	11.3087	0.0024
f_2 , Hz	70.56	0.05
f_3 , Hz	190.0	0.07
ϕ_2/ϕ_1	0.100	0.013

Table 1. Results from virgin state measurements.

The finite element model of the cantilever include 8 beam elements. The minimization of the function $F_V(\bar{X})$ has been performed solely with respect to the length of the elements. The results are shown in table 2 and 3.



- A: Accelerometer, B&K, type 4370
 - B: Charge amplifier, B&K, type 2635
 - C: Rockland filter, type 2582
 - D: A-D converter, type DT2821
 - E: Compaq Portable III
 - F: Vibration exciter, B&K 4809
 - G: Power amplifier, B&K 2706
 - H: Function generator, HP3311A
- Measurement: A, B, C, D, E
Fatigue: F, G, H

Figure 5. Instrumentation

Element	5	6	7	8
Lentgh ,mm	318	179	155	342

Element	1	2	3	4
Lentgh ,mm	460	185	147	214

Table 2. Length of elements.

	Measured value	FE-model
f_1 , Hz	11.3087	11.3103
f_2 , Hz	70.56	71.21
f_3 , Hz	190.0	196.1
ϕ_2/ϕ_1	0.100	0.938

Table 3. Measured and calculated values at virgin state.

The differences between the measured values and the calculated values are probably due to the fact that the support is totally fixed in the finite element model, while some rotation is possible in the fixture of the test cantilever.

The first eigenfrequency, the damping ratio of the first mode and the ratio between the modal coordinate at the middle and at the top have been estimated for different crack sizes during the fatigue loading. The results are shown in figure 6.

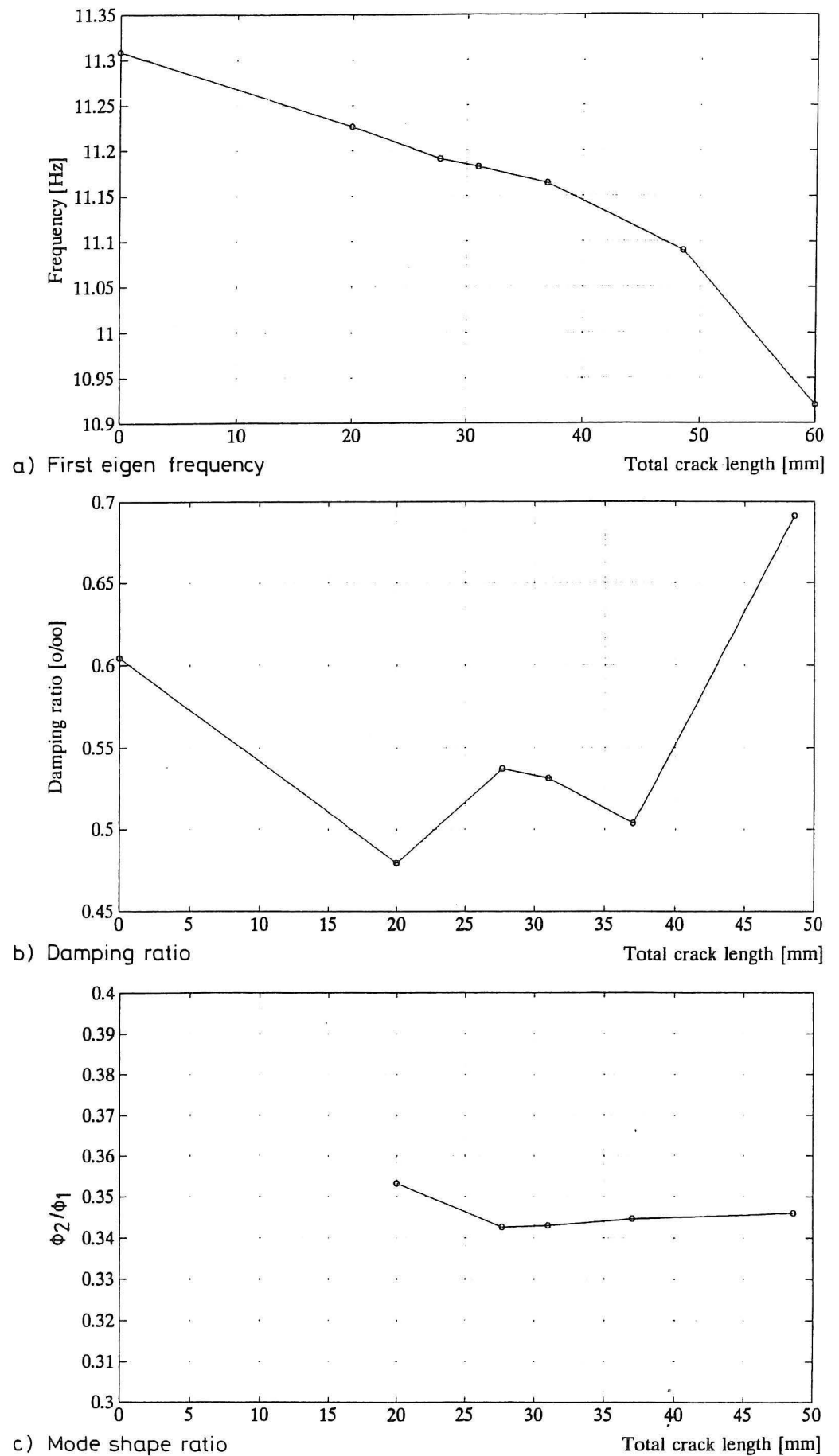


Figure 6.

The results from the periodical measurement ($2a \approx 60\text{mm}$) are shown in table 4.

	Measured value	Coef. of variation
f_1 , Hz	10.92	0.003
f_2 , Hz	68.9	0.007
f_3 , Hz	187.1	0.050
ϕ_2/ϕ_1	0.100	0.02

Table 4. Results from "periodical" measurements ($2a \approx 60\text{mm}$).

The estimated values for x_c and a are shown in table 5.

	Measured value	Estimated value
x_c , mm	100	100
a , mm	60	64

Table 5. Results from the diagnosing session

7 CONCLUSION

The results from the performed tests and analysis shows that changes in eigenfrequencies and relative mode shapes forms an excellent base for the performance of damage detection in civil engineering structures.

The location of the crack is estimated exact and the crack length is overestimated by $\approx 6\%$. However the ladder mentioned deviation might be estimated to large, because the measurement of the crack length was primitively measured by means of a Vernier gauge and a magnifying glass. This method will allways lead to a lower value for the exact crack length.

Furhter, better results could probably have been obtained if the calibration of the model for $\Delta\lambda$, which was recommended in section 3, had been performed.

Further the results shows, that the first eigenfrequency decrease as expected (see figure 1 and 6a) when the crack grow.

The expected increase in damping due to crack growth is not demonstrated in the same convincing manner. However the graph in figure 6b shows a growing tendency for $2a > 20\text{mm}$, where the cantilever contains a real fatigue crack. The drop at the start can be due to that the cantilever has been demounted from its fixture between the two measurements.

The ratio between the modal coordinates does not varies significant with the crack length (see figure 6c), which is due to that both measurement points are above the crack and the relatively small crack size.

ACKNOWLEDGEMENTS

Financial support from the Danish Council for Scientific and Industrial Research and from the Danish Energy Agency is grateful acknowledged.

REFERENCES

- [1] Jensen, J.L.: *System Identification of Offshore Platforms*. Ph.D.-Thesis, Fracture & Dynamics, Paper No. 22, Dept. of Building Technology and Structural Engineering, University of Aalborg, April, 1990.
- [2] Schittkowski, K.: *NLPQL: A FORTRAN Subroutine Solving Constrained Non-Linear Programming Problems*. Annals of Operations Research, 1986.
- [3] Tsyfanskii, S.L., M.A. Magone & V.M. Ozhiganov: *Using Non-linear Effects to detect Cracks in Rod Element of Structures*. The Soviet Journal of Nondestructive Testing, Vol. 21, No. 3, pp. 224-229, 1985.
- [4] *OPTIMIZATION TOOLBOX*, for use with MATLAB, The Math Works, Inc., November 1990.
- [5] Tada, H., P.C. Paris & G.R. Irwin: *The Strees Analysis of Cracks Handbook*, Del Research Corporation, St. Louis, 1973.
- [6] Hellan, K.: *Introduction to Fracture Mechanics*. McGraw Hill, 1985.
- [7] Okamura, H., K. Watanabe & T. Takano: *Applications of the Compliance Concept in Fracture Mechanics*. Progress in Flaw Growth and Fracture Toughness Testing, ASTM, STP 536, 1972.
- [8] Ju, F.D., M. Akgun, E.T. Wong & T.L. Lopez: *Modal Method in Diagnosis of Fracture Damage in Simple Structure*. Productive Application of Mechanical Vibrations, ASME AMD, vol. 52, pp. 113-126, 1982.
- [9] Chondros, T.G. & A.D. Dimarogonas: *Identification of Cracks in welded joints of complex structures..* Journal of Sound and Vibration, 69(4), pp 531- 538, 1980.
- [10] Cawley, P. & R. Ray: *A Comparison of the Natural Frequency Changes Produced by Cracks and Slots*. Journal of Vibration, Acoustics, Stress and Reliability in Design, Vol. 110, pp. 366-370, July, 1988.
- [11] Cawley P. & R. D. Adams: *The Location of Defects in Structures from Measurements of Natural Frequencies*. Journal of Strain Analysis, Vol. 14, No. 2, 1979.

FRACTURE AND DYNAMICS PAPERS

PAPER NO. 3: J. D. Sørensen: *PSSGP: Program for Simulation of Stationary Gaussian Processes*. ISSN 0902-7513 R8810.

PAPER NO. 4: Jakob Laigaard Jensen: *Dynamic Analysis of a Monopile Model*. ISSN 0902-7513 R8824.

PAPER NO. 5: Rune Brincker & Henrik Dahl: *On the Fictitious Crack Model of Concrete Fracture*. ISSN 0902-7513 R8830.

PAPER NO. 6: Lars Pilegaard Hansen: *Udmattelsesforsøg med St. 50-2, serie 1 - 2 - 3 - 4*. ISSN 0902-7513 R8813.

PAPER NO. 7: Lise Gansted: *Fatigue of Steel: State-of-the-Art Report*. ISSN 0902-7513 R8826.

PAPER NO. 8: P. H. Kirkegaard, I. Enevoldsen, J. D. Sørensen, R. Brincker: *Reliability Analysis of a Mono-Tower Platform*. ISSN 0902-7513 R8839.

PAPER NO. 9: P. H. Kirkegaard, J. D. Sørensen, R. Brincker: *Fatigue Analysis of a Mono-Tower Platform*. ISSN 0902-7513 R8840.

PAPER NO. 10: Jakob Laigaard Jensen: *System Identification1: ARMA Models*. ISSN 0902-7513 R8908.

PAPER NO. 11: Henrik Dahl & Rune Brincker: *Fracture Energy of High-Strength Concrete in Compression*. ISSN 0902-7513 R8919.

PAPER NO. 12: Lise Gansted, Rune Brincker & Lars Pilegaard Hansen: *Numerical Cumulative Damage: The FM-Model*. ISSN 0902-7513 R8920.

PAPER NO. 13: Lise Gansted: *Fatigue of Steel: Deterministic Loading on CT-Specimens*.

PAPER NO. 14: Jakob Laigaard Jensen, Rune Brincker & Anders Rytter: *Identification of Light Damping in Structures*. ISSN 0902-7513 R8928.

PAPER NO. 15: Anders Rytter, Jakob Laigaard Jensen & Lars Pilegaard Hansen: *System Identification from Output Measurements*. ISSN 0902-7513 R8929.

PAPER NO. 16: Jens Peder Ulfkjær: *Brud i beton - State-of-the-Art. 1. del, brudforløb og brudmodeller*. ISSN 0902-7513 R9001.

PAPER NO. 17: Jakob Laigaard Jensen: *Full-Scale Measurements of Offshore Platforms*. ISSN 0902-7513 R9002.

PAPER NO. 18: Jakob Laigaard Jensen, Rune Brincker & Anders Rytter: *Uncertainty of Modal Parameters Estimated by ARMA Models*. ISSN 0902-7513 R9006.

PAPER NO. 19: Rune Brincker: *Crack Tip Parameters for Growing Cracks in Linear Viscoelastic Materials*. ISSN 0902-7513 R9007.

PAPER NO. 20: Rune Brincker, Jakob L. Jensen & Steen Krenk: *Spectral Estimation by the Random Dec Technique*. ISSN 0902-7513 R9008.

FRACTURE AND DYNAMICS PAPERS

PAPER NO. 21: P. H. Kirkegaard, J. D. Sørensen & Rune Brincker: *Optimization of Measurements on Dynamically Sensitive Structures Using a Reliability Approach*. ISSN 0902-7513 R9009.

PAPER NO. 22: Jakob Laigaard Jensen: *System Identification of Offshore Platforms*. ISSN 0902-7513 R9011.

PAPER NO. 23: Janus Lyngbye & Rune Brincker: *Crack Length Detection by Digital Image Processing*. ISSN 0902-7513 R9018.

PAPER NO 24: Jens Peder Ulfkjær, Rune Brincker & Steen Krenk: *Analytical Model for Complete Moment-Rotation Curves of Concrete Beams in bending*. ISSN 0902-7513 R9021.

PAPER NO 25: Leo Thesbjerg: *Active Vibration Control of Civil Engineering Structures under Earthquake Excitation*. ISSN 0902-7513 R9027.

PAPER NO. 26: Rune Brincker, Steen Krenk & Jakob Laigaard Jensen: *Estimation of correlation Functions by the Random Dec Technique*. ISSN 0902-7513 R9028.

PAPER NO. 27: Jakob Laigaard Jensen, Poul Henning Kirkegaard & Rune Brincker: *Model and Wave Load Identification by ARMA Calibration*. ISSN 0902-7513 R9035.

PAPER NO. 28: Rune Brincker, Steen Krenk & Jakob Laigaard Jensen: *Estimation of Correlation Functions by the Random Decrement Technique*. ISSN 0902-7513 R9041.

PAPER NO. 29: Poul Henning Kirkegaard, John D. Sørensen & Rune Brincker: *Optimal Design of Measurement Programs for the Parameter Identification of Dynamic Systems*. ISSN 0902-7513 R9103.

PAPER NO. 30: L. Gansted & N. B. Sørensen: *Introduction to Fatigue and Fracture Mechanics*. ISSN 0902-7513 R9104.

PAPER NO. 31: R. Brincker, A. Rytter & S. Krenk: *Non-Parametric Estimation of Correlation Functions*. ISSN 0902-7513 R9120.

PAPER NO. 32: R. Brincker, P. H. Kirkegaard & A. Rytter: *Identification of System Parameters by the Random Decrement Technique*. ISSN 0902-7513 R9121.

PAPER NO. 33: A. Rytter, R. Brincker & L. Pilegaard Hansen: *Detection of Fatigue Damage in a Steel Member*. ISSN 0902-7513 R9138.

Department of Building Technology and Structural Engineering
The University of Aalborg, Sohngaardsholmsvej 57, DK 9000 Aalborg
Telephone: 45 98 15 85 22 Telefax: 45 98 14 82 43